

Table 8**Ten Most Structurally Deficient Bridges in Burke County**

Bridge Number	Facility Carried	Location	Rating
83*	SR 1149	0.02 mi N of SR 1113	12.0
102*	SR 1438	0.35 mi E of SR 1424	15.0
86	SR 1147	0.05 mi S of SR 1148	15.8
215	SR 1949	0.3 mi E of US 64	21.5
292	SR 1001	0.8 mi N of NC 18	21.8
108	SR 1740	0.3 mi E of SR 1739	28.1
171	SR 1761	0.1 mi E of SR 1770	28.9
148	SR 1547	0.2 mi E of SR 1549	30.0
210*	SR 1647	0.3 mi S of SR 1655	31.9
80	US 64 & NC 18	0.1 mi S of SR 1593	32.1

Note * - Denotes the Bridge is in the current Transportation Improvement Program

Factors Affecting the Future Roadway System

The objective of thoroughfare planning is to develop a transportation system that will meet future travel demand and enable people and goods to travel safely and economically. To determine the needs of an area it is important to understand the role of population, economics, and land use have on the highway system. Examination of these factors helps to explain historic travel patterns and lays the groundwork for thoroughfare planning.

Population

The amount of traffic on a section of roadway is a function of the size and location of the population which it serves. Investigating past trends in population growth and forecasting future population growth and dispersion is one of the first steps for a transportation planner. Table 9 shows the historical and projected population trends for Burke County through 2025. Table 10 shows population trends for the townships in Burke County.

Table 9**Burke County Population Forecasts**

Year	Population	Percent Change
1970	60,364	
1980	72,504	+20.1
1990	75,744	+4.5
1995	78,449a	+3.6
2000	79,398a	+1.2
2010	79,662a	+0.3
2020	79,209a	-0.6
2025	78,971b	-0.3

Note: a - Estimate by Office State Budget and Management
b - Projection based on past trends